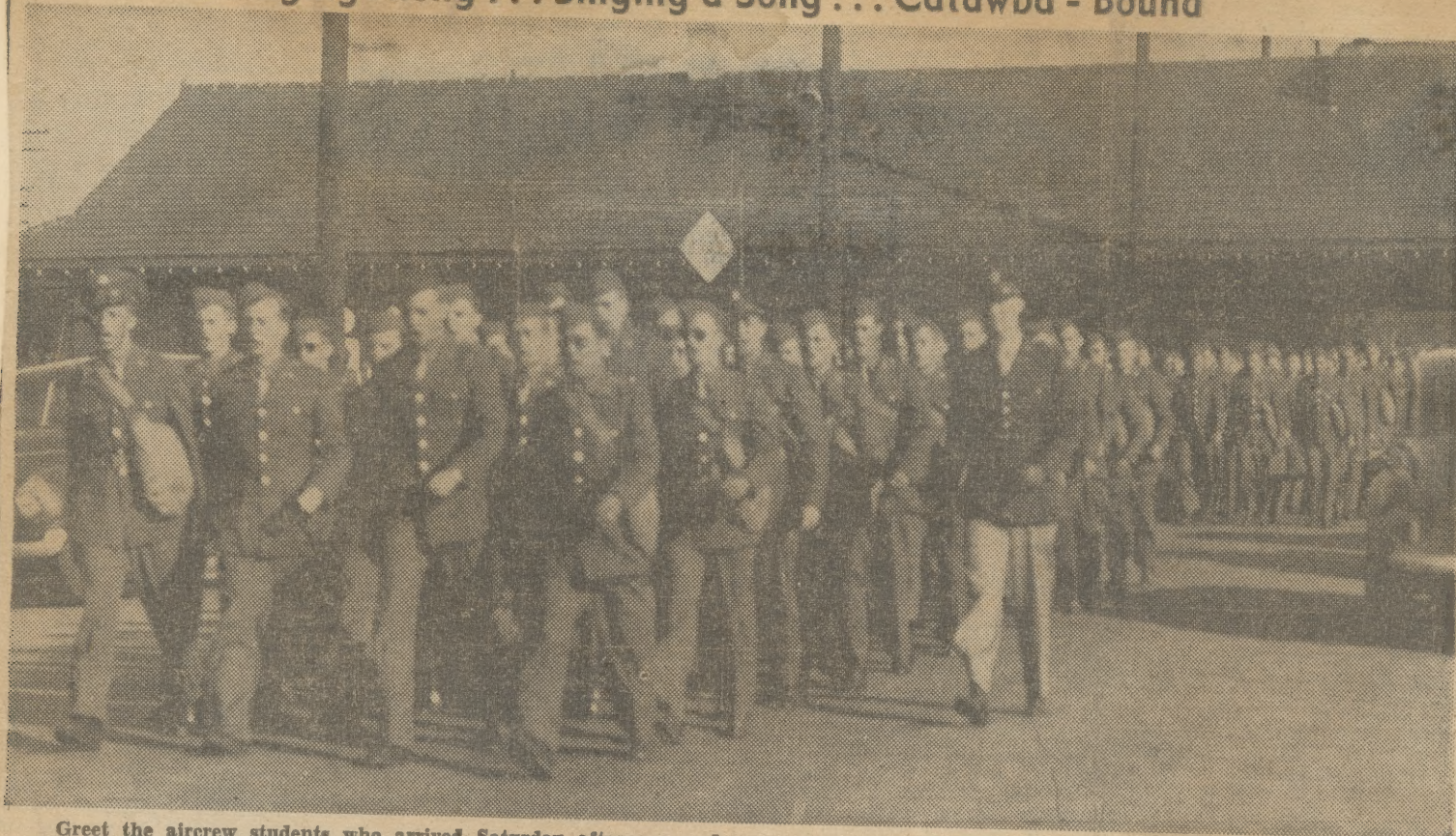


Scrap Book

Swinging Along . . . Singing a Song . . . Catawba - Bound



Greet the aircrew students who arrived Saturday afternoon and are shown leaving the Southern railway passenger station as they started the two-mile hike to Catawba college where they will be engaged in intensive, specialized training for the next few months. The

young men struck up the army air corps song as they swung into their march and appeared jovial and happy. Lieut. Richard C. Hoke, commanding officer, is at the right.—(Post Staff Photo).

Aviation Cadets Arrive at Catawba

Group to Begin Intensive Work Without Delay



Now taking their basic flight training at the Army Air Field at Courtland, Ala. From left to right are Delbert A. Langhorst, son of Mrs. Caroline Langhorst, 6704 Parkland Avenue; Charles L. Pulsfort (top), son of Mr. and Mrs. Frank J. Pulsfort, Bellevue, Ky.; Hugh E. Roberts, son of Mr. and Mrs. Arthur E. Roberts, 3664 Kendall Avenue, and Mervin B. Cannon, nephew of Mrs. T. A. O'Neill, 757 Clinton Springs Avenue.



HARRY DUCILLI

Three Cincinnatians recently were commissioned Second Lieutenants and received their pilot wings upon graduation from the Freeman Army Air Field at Seymour, Ind. They are Harry Duccilli, son of Mr. and Mrs. Harry Duccilli, 2925 Cortelyou Flac horst, son of Mrs. horst, 183 Monito; Anthony J. Lucas, s Lucas, 1511 Elizabeth

Singing lustily and stepping lively, the unit of aircrew students assigned to Catawba college for a five months' training course swung through the streets of the city Saturday afternoon about 6 o'clock to take up quarters at their new post.

The unit arrived about 5:30 o'clock by a special train from a southern air base where the members had received preliminary training. Duffle bags were loaded on special trucks, the young men lined up on Railroad street adjacent to the passenger station, were divided into three squads, received brief instructions, then heard the command, "Forward, march."

They swung into the army air corps song as they stepped off, went into other familiar ditties as they crossed Main street at Liberty after politely halting until the red traffic signal changed to green, proceeded out Liberty to Fulton, then to Innes and on to the college two miles distant.

The boys appeared happy to take the hike as they had been on the train for a number of hours. A bright sun at the close of a crisp day gave a snappy touch to the weather and the military unit, led by Lieut. Richard Hoke, commanding officer, had a snappy aspect although the boys have had a minimum of drilling and marching.

The aircrew students were greeted at the train by Dr. A. R. Keppel, president of Catawba; Lieutenant Hoke, Lieut. Hubert Hadorn, adjutant and Lieut. Philip Kiefer, administrative officers. Several officers and non-commissioned officers from the air base accompanied the contingent here and they planned to return to their quarters today.

Quarters Assigned

At Catawba, the students were assigned to their quarters on the first two floors of the boys' dormitory section in the administration building and in Zartman hall, which had previously been used as a girls' dormitory.

A hot meal awaited the unit in the college dining hall and then the young men settled down to the



HARRY
DUCCILLI



DELBERT
LANGHORST

Three Cincinnatians recently were commissioned Second Lieutenants and received their pilot wings upon graduation from the Freeman Army Air Field at Seymour, Ind.

They are Harry Ducilli, son of Mr. and Mrs.

Harry Duccilli,

2925 Cortelyou Place; Delbert Langhorst, son of Mrs. Carolin Langhorst, 183 Monitor Avenue, and Anthony J. Lucas, son of Mrs. A. J. Lucas, 1511 Elizabeth Place.



ANTHONY
LUCAS

A hot meal awaited the unit in the college dining hall and then the young men settled down to the regular routine of their training period. A dance at Rahauser hall had been planned as a welcoming event with college boys and girls acting as hosts and proved a delightful function during the recreational hours of the evening.

Beginning Monday morning, the aircrew students will be engaged in a daily routine of activities beginning with reveille at 6:30 a. m., with classes from 8 a. m. to 2 p. m. During the afternoon, they will be engaged in sports, calisthenics and other physical education training and will spend from one to two hours in army drills. After retreat and the evening meal, they will be assigned to quarters for study periods and taps will be sounded at 10:30 p. m.

During the past week officers and federal officials have inspected various places in the city and will designate to the boys the spots they will be permitted to visit while on

Continued on page 2

Cadets Arrive

Continued from page 1

recreation. One-half of the group will be given free time each Saturday during the afternoon and evening with all students to report back to quarters for the night. The other half of the unit will be given free time Sundays, ending at 8 p. m., and the groups will alternate each weekend.

Five Months' Course

The aircrew students will be assigned to classes for the study of various subjects, chiefly relating to mathematics and physics. Plans call for all students to receive five months' training courses, but some advanced men will be able to

of the administration building and to the Foil house, which had been used throughout this session by the pre-flight navy students. The last class of 30 men finished its work about two weeks ago.

The aircrew students now here will be given 100 hours each of flying time at the Salisbury airport. Clay Swaim, George Brown and other instructors at the airport have completed preparations for carrying on this work as needed.

Officials of Catawba and citizens of Salisbury are highly gratified that the institution has been chosen for the program. Following delays in obtaining a unit, a chamber of commerce and Central Labor union committee went to Washington with Dr. Keppel, secured the aid of Congressman Robert L. Doughton and with approval of Senators Josiah W. Bailey and Robert R. Reynolds, contacted army officials and after presenting the institution's facilities, obtained another survey. Army engineers were here quickly, reported Catawba's facilities above the average of small colleges and in a short time, sent definite word that the unit would be here about April 1.

The three commanding officers, administrative personnel, Lieutenant Ryan, medical officer, and other aides have been on the job for the past 10 days completing details for the program.

The bearer of this pass is entitled to one (1) reserved seat at
the Graduation of Class 44-D, Saturday, April 15, 1944.

Albert E. Hughes
ALBERT E. HUGHES,
Major, Air Corps,
Commandant of Students.

FRANK E. KOSKI

LIEUTENANT, AIR FORCES
ARMY OF THE UNITED STATES

OLIN H. MOORE

FLIGHT OFFICER, AIR FORCES
ARMY OF THE UNITED STATES



ARMY AIR FORCES
EASTERN FLYING TRAINING COMMAND
FREEMAN FIELD



CLASS 44-D
GRADUATION, APRIL 15, 1944
11:00 A. M.

LESLIE E. LANGE

LIEUTENANT, AIR FORCES
ARMY OF THE UNITED STATES

VERNON LANCASTER, JR.

LIEUTENANT, AIR FORCES
ARMY OF THE UNITED STATES

JACK T. LANCASTER

LIEUTENANT, AIR FORCES
ARMY OF THE UNITED STATES

ERNEST W. KOSKELA

LIEUTENANT, AIR FORCES
ARMY OF THE UNITED STATES

CARL M. KRENZ

LIEUTENANT, AIR FORCES
ARMY OF THE UNITED STATES

The Class of 44-D
cordially invites you and your lady
to a dance
at Freeman Field
Hangar No. 5
on Friday, April 14, 1944
from 9 to 1 o'clock

Dress-Optional

Present Invitation at Door

MILITARY CONDUCT CARD
THIS CARD WILL BE CARRIED BY ALL MILITARY
PERSONNEL ASSIGNED:
FREEMAN FIELD
SEYMOUR, INDIANA

This is to certify that I have been properly instructed or have
read and fully understand Section I and II FM 21-100 Military
Courtesy and Discipline FM 21-50 Military Courtesy Discipline,
and Post Regulations.

Signature

Herbert A. Langford

ARMY AIR FORCES EASTERN FLYING TRAINING COMMAND
AAF Pilot School (Advanced - 2 Engine)
Freeman Field, Seymour, Indiana

SCHOOL OFFICERS

Colonel Elmer T. Rundquist	Commanding Officer
Major Charles J. Prochaska	Senior Flight Surgeon
Major William N. Cox	Executive Officer
Major William B. Poe	Director of Training
Major Albert E. Hughes	Commandant of Students
Capt. James W. Fuller	Director of Flying
Capt. Ernest W. Elston	Director instrument Training
Capt. Daniel F. O'Connell	Director of Ground School
Capt. William L. Hale	Secretary

MILITARY TRAINING OFFICERS

1st Lt. Lewis R. Liddle, Asst. Commandant of Students.
 2nd Lt. Edward Kovacic, Training Flight #1.
 1st Lt. Charles V. Crimmins, Training Flight #3.
 2nd Lt. Victor Garvey, Training Flight #5.
 2nd Lt. Edgar W. Waybright, Jr., Training Flight #7.
 1st Lt. Lewis M. Hilley, Cadet Physical Director.
 2nd Lt. Stanley A. Czajkowski, Cadet Physical Director.
 2nd Lt. John D. Willey, Cadet Mess Officer.

GROUND SCHOOL INSTRUCTORS

1st Lt. Charles A. Hayden, Assistant Director
 Captain William P. Chalmers, Jr.
 1st Lt. Stanley N. Collins
 1st Lt. Joseph A. Deveney
 1st Lt. Alfred G. Schmid
 2nd Lt. Thomas J. Fitzmorris
 2nd Lt. Edwin O. Vaughn
 2nd Lt. Byrl King
 2nd Lt. Eugene C. Maxam
 2nd Lt. Walter M. Morris
 2nd Lt. Rual W. Stephens
 2nd Lt. John A. Sullivan

FLYING INSTRUCTORS

FLIGHT ONE (1)
 C.O. - Captain J. E. Morwood
 O.O. - Captain J. H. Garrison, Jr.
 C.O. - Major J. T. Murray
 O.O. - 1st Lt. D.D. Doyle
 FLIGHT THREE (3)

INSTRUCTORS

- 1st Lt. R. T. Crozier
- 1st Lt. J. Olson, Jr.
- 2nd Lt. T. C. Gowan
- 2nd Lt. W. M. Lucas
- 2nd Lt. W. Ronaldson
- 2nd Lt. R. D. Joyce
- 2nd Lt. C. P. Stevens
- 2nd Lt. L. A. Waterman
- 2nd Lt. C. J. Booth
- 2nd Lt. W. E. Bulman
- 2nd Lt. W. A. Carmichael
- 2nd Lt. A. T. Dent
- 2nd Lt. J. J. Juricek
- 2nd Lt. E. H. McPherson
- 2nd Lt. L. A. Morriss, Jr.
- 2nd Lt. P. R. Perry, Jr.
- 2nd Lt. P. R. Desmond
- 2nd Lt. H. P. Logan
- 2nd Lt. R. H. Spiva

INSTRUCTORS

- 1st Lt. N. Hurwitz
- 1st Lt. W. A. White
- 1st Lt. R. R. Rector
- 2nd Lt. C. A. Biller
- 2nd Lt. L. H. McCormack, Jr.
- 2nd Lt. C. S. Gardner
- 2nd Lt. J. G. Pratt
- 2nd Lt. B. G. Campbell
- 2nd Lt. H. O. Knothe
- 1st Lt. R. E. Maggart
- 2nd Lt. T. M. Gates
- 2nd Lt. A. G. Martin
- 2nd Lt. M. Parlow
- 2nd Lt. D. M. Pyles
- 2nd Lt. R. J. Rutledge
- 2nd Lt. J. C. Schick
- 2nd Lt. R. E. Buttolph
- 2nd Lt. R. M. Covault
- 2nd Lt. M. J. McVey

GRADUATION EXERCISES

11:00 a.m. - Hanger No. 5

The National Anthem.....705th Army Band
 InvocationChaplain Russell M. Hall
 Introduction.....Colonel Elmer T. Rundquist
 Graduation Address.....Colonel Arthur E. Burnap
 Inspector Generals Dept., Washington, D.C.
 Presentation of Awards and Pilot Wings.....Major William B. Poe
 Oath of OfficeMajor Albert E. Hughes
 Benediction.....Chaplain Daniel A. McGuire
 The Army Air Corps.....705th Army Band

TRAINING FLIGHT NO. 1

FLYING INSTRUCTORS

FLIGHT FIVE (5)

C.O. - Captain R. C. Lyons
O.O. - Captain P. N. Igou

FLIGHT SEVEN (7)

C.O. - Captain R. M. Noonan
O.O. - Captain C. A. Brooks

INSTRUCTORS

- 1st Lt. R. C. Jordan
- 2nd Lt. W. J. Lane
- 2nd Lt. H. A. Bell
- 2nd Lt. G. H. Dolan
- 2nd Lt. E. B. Close
- 2nd Lt. J. J. Frapton
- 2nd Lt. R. Galt, Jr.
- 2nd Lt. J. M. Bernethy, Jr.
- 2nd Lt. R. L. Fletcher
- 1st Lt. L. L. White
- 2nd Lt. R. A. Dibbell
- 2nd Lt. P. A. Druash
- 1st Lt. J. W. Michael
- 2nd Lt. R. W. Carlsson
- 2nd Lt. W. A. Durlak
- 2nd Lt. R. K. Schratz
- 2nd Lt. R. L. Schultz
- 2nd Lt. C. A. Harris, Jr.
- 2nd Lt. G. E. Phillips

INSTRUCTORS

- 1st Lt. F. B. Brooks, Jr.
- 1st Lt. D. M. Fairbairn
- 1st Lt. R. S. Stainton, III
- 1st Lt. R. N. Dart
- 2nd Lt. W. J. Schwarz
- 2nd Lt. J. A. Noel
- 2nd Lt. H. C. Schoenhaus
- 2nd Lt. W. L. Dickerhoof
- 2nd Lt. J. N. Downen, Jr.
- 2nd Lt. A. J. Kleiber
- 2nd Lt. J. J. Opman
- 2nd Lt. J. R. Preis
- 2nd Lt. F. E. Rowe
- 2nd Lt. A. C. Schue, Jr.
- 2nd Lt. R. N. Schultz
- 2nd Lt. K. E. Foster
- 2nd Lt. S. Savas
- 2nd Lt. W. G. Thompson

CLASS 44-D

STUDENT OFFICERS

Captain Jacob C. Shively
1st Lt. Michael R. Marchner
1st Lt. Roderick C. R. McNeill
1st Lt. Roy O. Miles, Jr.
1st Lt. John E. Murphy
2nd Lt. T. J. Cornyn

2nd Lt. William F. Lane
2nd Lt. Earl C. McDaniel
2nd Lt. William D. Murchie
2nd Lt. Dustin C. Weeks
WOJG Robert E. Lorrey
F/O Thomas A. Cosgriff

FLIGHT LIEUTENANT

James R. Derry

FIRST SERGEANT

John E. Batchelder, Jr.

GUIDE SERGEANT

John E. Dodderidge

SUPPLY SERGEANT

Joseph E. Conley, Jr.

FLIGHT CORPORALS

William J. Baird
Arnold W. Brown

Frank A. Chapman

Lars E. Cassell

Ralph N. Adams, Jr.
Fred D. Asam
Robert J. Ballantine
John C. Barron
Walter H. Barton
James R. Bassett
John H. Bauman
Charles E. Beck, Jr.
Vern C. Bell
Leslie M. Bennett
Wendell F. Bergquist
Eugene J. Blatz
Francis H. Burder
Edward N. Burdick, II
Arthur E. Burnap, Jr.
Anthony N. Candido
Robert G. Chilton
Donald F. Churbuck


Winston A. Cleveland
Richard Coleman
Alfred L. Collings
Melvin K. Cooke
George S. Cowan
Robert H. Cowan
Herbert E. Crabe, Jr.
Joseph H. Cripps
Franklin N. Crowell, Jr.
Mervin T. Darr
Edward O. Denault
Edgar A. Denton
Bartlett C. Dickey
Robert Q. Divver
Alonzo M. Donnell, Jr.
Harry A. Donovan
John D. Dorch
Wayne E. Dorsett

The bearer of this pass is entitled to one (1) reserved seat at the Graduation of Class 44-D, Saturday, April 15, 1944.

A handwritten signature in dark ink, appearing to read "Albert E. Hughes", with a long horizontal flourish extending to the right.

ALBERT E. HUGHES,
Major, Air Corps,
Commandant of Students.

The bearer of this pass is entitled to one (1) reserved seat at
the Graduation of Class 44-D, Saturday, April 15, 1944.


ALBERT E. HUGHES,
Major, Air Corps,
Commandant of Students.

TRAINING FLIGHT NO. 3

FLIGHT LIEUTENANT
Thomas P. Garrity

FIRST SERGEANT
Frederick C. Gauss

GUIDE SERGEANT
William H. Gill

SUPPLY SERGEANT
Carl W. Dunn

FLIGHT CORPORALS
Elmer W. L. Felgenhauer
Philip D. Gaffney

James W. Garrison

Willis P. Mark

Donald D. McCallum

Kenneth J. Cahill
Daniel Cravitt
John C. Donovan
Orville A. Dozois
Richard L. Druhot
Harry Duccilli, Jr.
Robert L. Ducan
George R. Dunham
Maurice Dunigan
James L. Dunlap
Joy H. Dunlap
George A. Dunn
Filbert F. Dye
Jack H. Eaton, Jr.
Robert G. Elliott
Walter H. Elliott, Jr.
Harley L. Esinhart
Calman T. Estrach
Raymond A. Fabiniak
John W. Falk
Roman H. Figler, Jr.
Robert M. Finn
James J. Finnell
Donald M. Fishback
Edward S. Fitzgerald
Robert C. Fletcher
Willmore Fluman
Robert A. Folkes, Jr.
William E. Foster

James T. Frutchey
Wesley L. Fry, Jr.
Robert C. Fulgham
Robert H. Furman
Leonard A. Gardiner
John R. Garnett
John R. Garrett
Frank R. Gibbons
Joe S. Gillian
John L. Glover
Stanley J. Gluckowski
Lewis G. Goetz
John E. Graf
William Greenberg
Olin E. Greer
Warren W. Griffith
Frank R. Guca
Howard J. Gurney
Jacob N. Guthrie
Harold W. Haft
Reginald L. Hammond
Milton C. Hampton
Duane J. Hardy
Harold H. Hasselbacher
Paul A. Hazelton
John A. Herschkorn, Jr.
Carl P. Hershfield
Leonard L. Kilfoyle
Erwin J. Kozeluh

Clyde L. Allison
Richard E. Chrystal
Daniel E. Holley
Ernest K. Howard
Louis W. Irmisch
John E. Jackson
Claude James, Jr.
John E. Johnson, Jr.
Thomas P. Keating, Jr.
Robert P. Kellenberger
Arnold D. Kessler
Lester A. Keyser
William Kit sz
Ronald Klug
Andrew G. Knox
Raymond J. Kohler, Jr.
Ernest W. Koskela
Daniel F. Kowats
Jack T. Lancaster
Vernon Lancaster, Jr.
Delbert A. Langhorst
Leslie E. Lance

Anthony V. Leanza
Robert F. Lebo, Jr.
Francis M. Lenhart
William C. Linge
Elmer E. Little
Lamont T. Lloyd
Anthony J. Lucas
Edmond Lysle
James R. Malaney
Robert F. Marcotte
Howard A. Markowitz
Alexander M. Marva
Robert T. Meyerhoff
Olin H. Moore
Victor A. Mortenson
Donald E. Niederlitz
Stephen S. Ober
Theodore C. Olson, Jr.
Lyle A. Pagel
Arnold R. Panzl
Joseph M. Payne
John Porkorny, Jr.

TRAINING FLIGHT NO. 5

FLIGHT LIEUTENANT
Harry R. Mulrain

FIRST SERGEANT
Walter B. Miller

GUIDE SERGEANT
Thomas J. McKeon

SUPPLY SERGEANT
Ralph W. Kittle

FLIGHT CORPORALS
Frank E. Koski
Carl M. Krenz

TRAINING FLIGHT NO. 7

FLIGHT LIEUTENANT

John A. Wilmer

FIRST SERGEANT

Richard S. Ritter

GUIDE SERGEANT

Boleslaw S. Zalewski

SUPPLY SERGEANT

Edwin W. Sippel

FLIGHT CORPORALS

Adolph F. Keskes

Charles W. Shannon, Jr.

Robert A. Wilkinson

Robert W. Wilde

Robert F. Pelzmann

Donald E. Penney

Alton W. Peterson

Harry J. Peyton, Jr.

Robert L. Polk, Jr.

Robert J. Powell

Cecil B. Rainwater

Donald J. Reese

Robert S. Rich

Gordon E. Rodinson

Joseph S. Rudolph

Ralph B. Sampson

Philip D. Schliesser

Erwin F. Schmidt

John W. Schmierer

Edward L. Small, Jr.

Cody H. Smith

Easley S. Smith

Melvin Spilkowitz

William E. Stinson

Robert C. Thomas

Robert O. Thomson

Francis C. Thompson

Clifford P. Tinkham

Andrew J. Toth

Robert O. Tracy

Carl B. Van Vonderen

Joseph F. Wagner

Lawrence M. Walheim, Jr.

Harry A. Warthen

George H. Wasgatt

Harold J. Watson

William J. Watson

Joseph L. Weider

Stanley M. Whitlock

Wallace W. Wicks

John H. Williams

Donald L. Williamson

William J. Wintersteen

William E. Woods

Albert L. Carter

Peterson A. Epps, Jr.

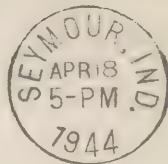
Daniel L. McKeen

Joseph D. Powell

WAR DEPARTMENT

Public Relations Office
Freeman Field, Seymour, Indiana

OFFICIAL BUSINESS



PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300

Mrs. Caroline Langhorst
183 Monitor Ave.
Cincinnati, Ohio



HEADQUARTERS
ARMY AIR FORCES PILOT SCHOOL (ADVANCED 2 ENGINE)
FREEMAN FIELD
SEYMOUR, INDIANA

Office of Public Relations

93-14

My dear Parent;

Will you please forgive me for resorting to this mimeograph form to convey this message to you? Because of the number of parents to whom I am writing, it is just impossible to send individual letters.

Inclosed you will find a photograph of your son who was graduated from Freeman Field recently. As you know Freeman Field is an advanced two engine pilot school. Freeman Field is one of the stations in the vast Army Air Forces Training Command.

From time to time we receive letters from parents of sons who are graduated from this school. It is with a great deal of pleasure that we read this correspondence. If at any time this office can be of service to you, please feel free to write me.

Congratulations to you and your son. Many happy landings.

Yours truly,

William Hartman

WILLIAM HARTMAN,
1st. Lt. Air Corps,
Public Relations Officer

WH/bw



LX-110-RPB-5-25-43-250M

COMMAND OF THE AIR IS VITAL TO VICTORY



We are in the midst of the most momentous war of modern times. A coalition of powerful and ruthless enemies seeks not only to overwhelm us but to annihilate our institutions and our civilization. They have struck with suddenness and with all the force at their command, and have shown that it is their aim to conquer swiftly and completely. Therefore, we have no time to lose. We must surpass them in both strength and speed of attack. We must press them back behind their own borders and there defeat them so decisively that they can never again attempt to impose their wills and their ways of life on a people who cherish liberty above all things; a people always willing to lay down their lives to preserve their freedom.

The United States is now engaged in the greatest aircraft production program ever undertaken by any country. That program, however, can be translated into air supremacy only if we can muster the qualified man power to keep our planes flying. And the source of this man power lies in the youth of the land—they are the men who will “Keep ‘em Flying!”

Youth alone has the physical fitness, the mental alertness, the personal daring to meet the acid test for air crews of high-powered military aircraft.

Our Nation's future depends upon command of the air. The future of freedom and liberty everywhere is in the hands of our youth.





Aviation Cadet Training for the ARMY AIR FORCES

BY AGREEMENT between the Army and the Navy, important changes in procedure of induction into the Armed Forces have been effected, which now make it possible for young men to volunteer for air crew training.

This new procedure again offers the privilege of choice of service, limited, however, to men who are physically and otherwise qualified to meet the high standards required for Aviation Cadet training.

Men between the ages of 18 and 26, inclusive, may apply through voluntary induction for air crew training to become bombardiers, navigators, and pilots.

Young men who have reached the age of 17 but have not yet attained their eighteenth birthday may apply for enlistment in the Air Corps Enlisted Reserve.



How to Apply for Air Crew Training

This is how a young man can find out whether or not he can fly and fight in an aviation branch of the Armed Forces.

1. Go to any Aviation Cadet Examining Board (usually located in the Post Office or Federal Building in important cities and also at most Air Forces stations) and apply for examination.* This examination will consist of two parts: (a) mental, and (b) physical. If the applicant passes the examination, he will be given a letter addressed to the commanding officer of the Armed Forces Induction Station, stating that he is considered to be qualified mentally and physically for air crew training to become a pilot, navigator, or bombardier. This letter, to be utilized as evidence of the Aviation Cadet Examining Board's certification of the eligibility of the applicant, must be presented to the commanding officer of an induction station within ninety days from its date of issue. The letter becomes invalid, however, if the applicant is called for induction in his regular order number by his Selective Service Board before he is accepted for voluntary induction.

2. Go to his Selective Service Board and volunteer for induction. (No applicant can volunteer for induction after he has been called in his regular order number for induction by his Selective Service Board.) If he is accepted as a volunteer for induction, the Selective Service Board will send him to an Armed Forces Induction Station for induction into the Army of the United States.

3. At the Armed Forces Induction Station, present the letter from the Aviation Cadet Examining Board addressed to the Commanding Officer, Armed Forces Induction Station.

Upon induction the applicant will be assigned to a Technical Training Command Basic Training Center for processing, after which he will be sent to a selected college for a five-month course of preparatory pre-flight training. The academic portion of this course will comprise mathematics, physics, geography, modern history, and English. An applicant whose educational qualifications are such as to make unnecessary the preparatory

academic training course may be exempted from it, in which case he will be sent from the Technical Command Basic Training Center to an Army Air Forces Classification Center for testing and classification. There he will be given comprehensive psychological and physical examinations to determine in detail his aptitude for bombardier, navigator, or pilot training. If he passes these tests successfully, he will be appointed an Aviation Cadet and sent to an Air Forces Training Center to begin the type of air crew training for which he appears best adapted. If, however, the tests indicate that he does not possess sufficient aptitude or is not qualified physically for air crew training, he will not be appointed an Aviation Cadet, but will be assigned to another type of training.†

Young men of 17 and less than 18 years of age may also apply for Aviation Cadet air crew training. The procedure is as follows:

1. Obtain written consent of parents for enlistment in the Air Corps Enlisted Reserve.

2. Go to an Aviation Cadet Examining Board and apply for examination and enlistment.*

If the applicant is found to be mentally, morally and physically qualified, he will be enlisted in the Air Corps Enlisted Reserve by the Aviation Cadet Examining Board. He will be on an inactive status and may continue his education or civilian pursuits until he is 18, at which time, or as soon thereafter as practicable, he will be called to active duty for preparatory pre-flight training. He may, at the time of enlistment, have the option of designating the month between his eighteenth birthday and six months thereafter in which he desires to be called to active duty. If, upon reaching the age of 18, he is a college or a high school student, his call to active duty may be deferred upon his request until the end of his current semester, provided that it is completed not later than six months after his eighteenth birthday.

*See "Qualifications and Eligibility," page 8, concerning presentation of birth certificate, letters of recommendation, etc.

† Revision of this procedure, when effected, will provide for testing and classification of the applicant at the Technical Command Basic Training Center in order that the type of training for which he is best adapted may be determined immediately following his entry into military service.



Qualifications and Eligibility

General.—An applicant for appointment as Aviation Cadet for air crew training must have reached his eighteenth birthday but not have reached his twenty-seventh birthday.

An applicant for enlistment in the Air Corps Enlisted Reserve must have reached his seventeenth birthday but not have reached his eighteenth birthday. Written consent of parents for enlistment is required.

An applicant may be single or married.

An applicant must have been a citizen of the United States for at least ten years prior to date of application.

Birth certificate or other properly authenticated proof of date of birth or citizenship must be presented. In the case of an applicant who is a native of one of the Allied Nations and is now a resident of this country, of good reputation and unquestioned loyalty to the United States, a request for waiver of the ten-year citizenship requirement may be submitted to The Adjutant General.

An applicant for voluntary induction or for enlistment in the Air Corps Enlisted Reserve must present, as evidence of his good character, three letters of recommendation from reputable citizens who are not related to him and to whom the applicant is well known.

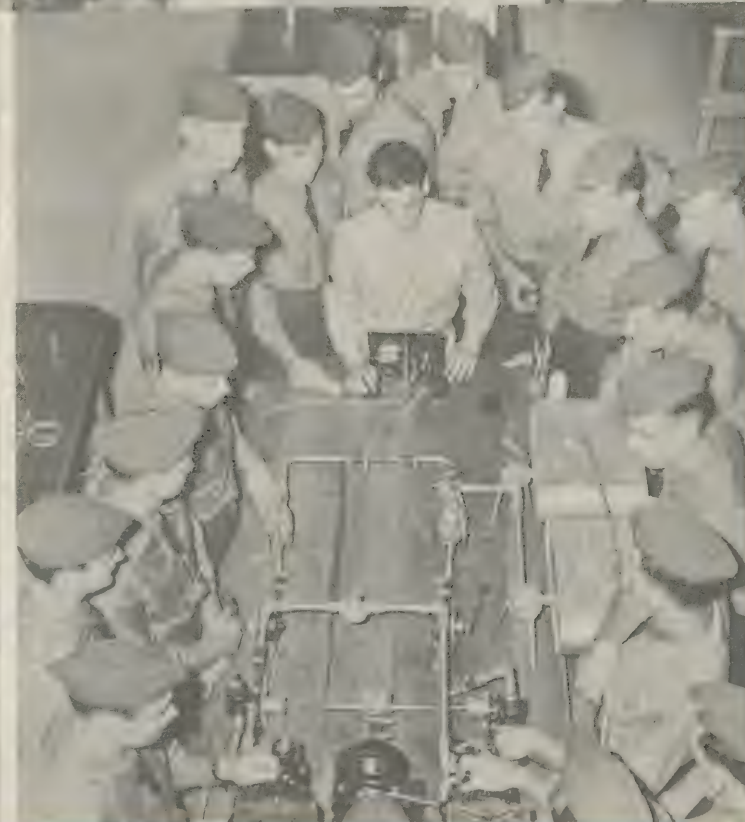
An enlisted man of the Army of the United States may apply for Aviation Cadet air crew training, provided he has the required qualifications. An enlisted applicant who is found mentally and physically qualified for Aviation Cadet training will be transferred in grade to the Air Corps, unassigned.



Physical.—General: An Aviation Cadet candidate must meet the same physical standards as those prescribed for appointment and call to active duty as a Reserve officer in any component of the Army of the United States.

Air Crew.—An Aviation Cadet in training for duty as a flying officer is required to meet special physical standards, somewhat higher than for others. His visual acuity and color perception must be perfectly normal. Hearing must be normal in each ear. A flying officer, except fighter pilot, is required to be not less than 60 nor more than 76 inches in height and to weigh not less than 105 nor more than 200 pounds. A fighter pilot must be not less than 64 nor more than 70 inches in height and must weigh not more than 160 and not less than 114 pounds. Before an Aviation Cadet is eligible to enter upon any flying training, he must pass a complete physical examination for flying duty.





Mental.—*Air Crew:* All candidates for air crew training are required to take a preliminary mental examination which eliminates at the start any who may lack the fundamental knowledge and aptitude necessary to comprehend the instruction given in Army Air Forces schools. This examination is of the multiple-choice, short-answer type.* It is designed to give a picture of the general field of knowledge possessed by each candidate, but is so wide in scope that any intelligent young man with an average background of study should be able to make a passing grade. No definite amount of formal schooling is required. It does not matter how he gained the knowledge if he can pass the test.

Air Corps Enlisted Reserve.— An applicant for enlistment in the Air Corps Enlisted Reserve must pass an Army mental alertness test to determine his aptitude and suitability for air crew training.

* See explanation of this type of examination, with sample questions, on pages 22, 23, and 24.



College or Preparatory Pre-Flight Training

Under the College Preparatory Pre-Flight Training Program, Aviation Cadet candidates are enrolled as enlisted men in one of several score colleges and universities throughout the country for a five-month preparatory course, prior to being assigned for flight training in schools of the Flying Training Command.

This course of preparatory instruction is devoted largely to academic subjects. These comprise sixty hours each of English, geography, and modern history; eighty hours of mathematics; and 180 hours of physics. The instruction also comprises twenty-four hours of civil air regulations, 280 hours of basic military indoctrination, including infantry drill, ceremonies and inspections, physical training, interior guard duty, and other military subjects. During this time the Aviation Cadet may also receive ten hours of flight training in cooperation with the Civil Aeronautics Administration.







Air Crew Training

Flying officers are classified as bombardiers, navigators, and pilots, depending upon the type of duty for which they have been trained. The candidate's preference is respected in this matter as far as possible. However, applicants for flying duty training are given further psychological examinations—in addition to the routine screening test—prior to their appointment as Aviation Cadets. The purpose of these tests is to determine the type of training for which each is best suited by aptitude and personal characteristics.

An Aviation Cadet eliminated from air crew training is eligible to apply for ground crew training, provided he meets the basic requirements for such training and is recommended for a particular course. Should he be unable to meet the requirements for ground officer training in the Army Air Forces, he will be relieved as an Aviation Cadet and will revert to an enlisted status. He may then be returned to his former organization in the grade he held at the time of his transfer to the Air Corps, unassigned, or sent in the grade of private to the Air Forces Training Center (Technical).



The Bombardier.—The bombardier's duty, once he becomes a participant in a combat flight, is performed in a matter of seconds—but the most important seconds of the flight. At the crucial moment, when the bomber reaches its objective, the bombardier takes over from the pilot. Upon his skill in landing his bombs on the target depends the success of the entire mission.

The Aviation Cadet who is training to become a bombardier receives twenty-seven weeks' instruction. Nine weeks are devoted to fundamentals, six weeks to gunnery and twelve weeks to specialized training. Ground training of bombardiers includes the basic theory of bombing, construction and maintenance of bombsights, bombing accessories, bombing procedures, bombing analysis, aircraft observer training, and general military subjects.

Air training of the bombardier includes target identification by day and night, tracking or simulated bombing, and actual bombing practice.





The Navigator.—To the navigator member of an air crew belongs the vital responsibility of plotting the airplane's course to its objective, be it near or far, and of determining at all times the exact position of the craft. He is the man behind the man at the controls, and his instructions enable the pilot to guide the ship directly to its objective.

The training of a navigator requires thirty-three weeks. Nine weeks are devoted to study of fundamentals, six weeks to gunnery and eighteen weeks to special navigation subjects.

The navigator receives thorough instruction in the four basic types of navigation: pilotage, calibration, dead reckoning, and celestial.

As in the case of bombardiers, evidence of formal schooling is not required of candidates for training as navigators. However, a definite mathematical bent is essential, and it is desirable that pre-Cadet training should have included a sound fundamental ground work in mathematics. A knowledge of astronomy will prove useful. Those interested in pursuing their mathematics studies still further, will find an excellent opportunity for doing so in the navigation schools of the U. S. Army Air Forces.

The Pilot.—The pilot is the member of the air crew at the controls, and the flight of the ship on its course is his responsibility. The navigator lays out the course at the end of which is the objective of the flight. It is up to the pilot to get the craft there in the shortest possible time—or at the desired moment, as the case may be. His is the spectacular role. Yet it is grueling, and his period of training is longer than that of any other member of the air crew.

The Aviation Cadet who is training to become a pilot receives thirty-six weeks' instruction. This instruction is divided into four courses, each of nine weeks' duration. The first course is devoted to fundamentals involving general military training and preliminary ground work.

Flying training of pilots is divided into three nine-week courses: primary, basic, and advanced, with flying time of sixty to sixty-five, seventy, and eighty hours, respectively. During advanced training the pilot is assigned to bombardment flying or pursuit flying and to twin- or single-engine planes, depending upon his temperament and physique—two important factors in determining the Aviation Cadet's particular field of specialization.

Mechanical aptitude, unusually quick reflexes, perfect physical coordination, and the ability to make rapid decisions are desirable in the applicant who wishes to become a pilot. A knowledge of mathematics and some experience in the field of the applied sciences are useful.





Pay and Special Benefits While Training

Pay of an applicant accepted for Aviation Cadet training through voluntary induction, while undergoing preparatory or pre-flight training, will be that of a private, \$50 per month.

Each applicant accepted for air crew training through voluntary induction will sign the following statement which will appear upon his application blank: "I understand that I will be assigned to pre-Aviation Cadet training, and will not be appointed an Aviation Cadet until I have completed such training. Further, that should I fail to complete such training, I will be eliminated from the eligible list for Aviation Cadet (air crew) training, and be assigned to the Air Corps in the grade of private."

After appointment as an Aviation Cadet, and while in training in that grade, he receives base pay of \$75 per month and a ration allowance of \$1.00 per day. He is also furnished quarters, medical care, uniforms, and other clothing and equipment. He is given a \$10,000 Government Life Insurance policy at Government expense while undergoing actual flying training. After his graduation, and while on flying status, this life insurance policy must be continued at his own expense.

An enlisted man of the Army of the United States, transferred in grade to the Air Corps, unassigned, for Aviation Cadet air crew training, will receive the pay and allowances of his enlisted grade while undergoing the pre-flight training prior to his appointment as an Aviation Cadet.





Pay and Benefits After Completion of Training

An Aviation Cadet who successfully completes the course of air crew training will be commissioned as a second lieutenant or appointed a flight officer in the Army of the United States. He will then be assigned to active duty with the Army Air Forces. He will be given an allowance of \$250 for uniforms when he is called to active duty.

Monthly pay and allowances of a second lieutenant or flight officer when on flying duty are as much as \$291, if he has no legal dependents. A second lieutenant or flight officer with legal dependents may receive as much as \$327 when on flying duty.

The amounts received by a second lieutenant or flight officer, under the conditions described above, include the base pay of his grade, as well as flying pay while on flying status, and allowances for subsistence and quarters. No allowance for quarters will be paid to an officer or flight officer while he is occupying suitable government quarters.



The Long View

Looking beyond the end of the war, it is easy to see that your training in the Army Air Forces will undoubtedly prove of great benefit to you after your return to civil life. Most of us are old enough to remember that commercial aviation, as we know it today, came into being following the last war. Largely, it was developed as a result of the lessons learned in that war, and by the men who learned those lessons first-hand. The aviation pioneers of the 'twenties, and aviation kings of the 'thirties, were practically all men who had learned to fly while serving in the Army Air Corps in 1917-1918 and in the years immediately following.

It is not at all unreasonable to predict that following the close of the present war, commercial aviation will develop even more rapidly than it did in the 'twenties. Although it may not be apparent at the moment, things are being learned about planes and methods of flight today that will lift the science of aviation to heretofore undreamed-of levels of achievement in the years that are to follow.

"Keep 'em Flying!"



EXPLANATION OF THE PURPOSE AND SCOPE OF THE AVIATION CADET QUALIFYING EXAMINATION AND SAMPLE QUESTIONS.

Purpose of the Examination.

This examination is now given by Aviation Cadet Examining Boards as a substitute for previous educational requirements for admission to the Air Corps as Aviation Cadets. The purpose of the examination is to make it possible for every American young man who desires to serve his country in the Army Air Forces, and who possesses the aptitude, knowledge and skills required in flying, to have an opportunity to become a bombardier, navigator or pilot.

The examination is designed to qualify all men who have a good prospect of succeeding and to eliminate only those who are definitely unqualified for flight service. The sections of the examination measure the types of proficiency in comprehension and in problem solving which are typical of those required in Air Forces training schools.

General Description of the Examination.

The examination will be given to an applicant by any Examining Board. It is not a test of speed, but is a measure of level of ability. Most men complete the examination in less than two hours. No candidate will be able to answer all the questions correctly, but the more questions answered correctly, the higher the rating. The examination contains a number of different sections measuring different abilities and characteristics. The following is a general description of some of the abilities measured by the test:

One necessary qualification of the Aviation Cadet is quickness in comprehending instructions and accuracy in following directions. If a characteristic of a plane is explained, a demonstration of flight characteristics is given, or some similar information is furnished, he must be alert to understand and to assimilate this information. This ability to comprehend and to follow directions will depend in large part upon his vocabulary, his ability to understand the exact meaning of words and explanations.

The Aviation Cadet must be able to read intelligently from Army manuals, technical manuals, texts, and other sources, and understand what he reads. In addition to a knowledge of individual words, he must understand sentences and paragraphs, be able to pick out the central thought or essential idea in a passage, organize the given information, see its relation to previous explanations, make interpretations, and draw conclusions on the basis of what he reads. Aviation is a complex subject, and the Aviation Cadet must be able to educate himself in this field through his own reading and study as well as through actual experience in the air.

Military flying requires a careful planning and a skillful execution of definite missions. The members of the air crew, especially the navigator, must be able to read charts, maps, and weather reports, keep a constant check on the plane's speed and location, plot a course, check it, and carry on many similar activities with speed and precision. Skill and accuracy in fundamental mathematics are essential to many of these activities. The Aviation Cadet should possess the ability to solve problems involving proportions, fractions, ratios, decimals, formulas, and elementary algebra, and also to read and interpret graphs, tables, and charts.

The air crew is immediately responsible for the operation of a very complicated and highly developed machine — the modern fighting, observation, or bombing plane. In addition to other abilities, it is necessary that members of the air crew have good mechanical comprehension so that they will understand the basic principles of operation of the airplane and the rest of their mechanical equipment.

Members of the air crew frequently have to make sound judgments in practical situations. When an Aviation Cadet is faced with a problem, whether in the air or on the ground, he should consider all angles of the problem, call upon his previous training and experience, and make the best judgment possible under the conditions. Poor judgment renders the aviator a source of danger, not only to himself, but to others. The sort of ability needed by a successful aviator can be measured by presenting problems which might be met, not only in

flying, but in everyday activities, so that solutions to the problems do not depend upon any special training or unusual experiences as a flier, but rather upon practical judgment.

The Aviation Cadet has an opportunity to become an officer in the Army Air Forces. If he becomes an officer, he will have to assume many responsibilities of leadership. Among other things, the officer must keep up with the most recent changes and developments in aviation and in many other fields. By this alertness to recent happenings, he can take advantage of these developments, see their importance, be ready to adopt worth-while improvements, and as an aggressive leader, help to keep our Nation at the top.

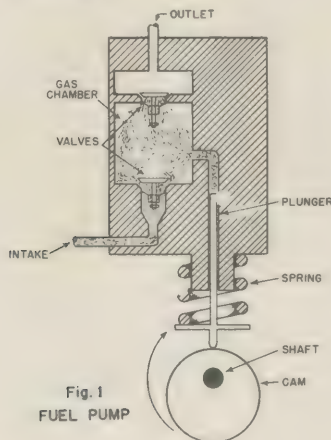
Sample Examination Questions.

The following questions are typical of those contained in the examination. The candidate is asked a question, given a problem to solve, asked to read a passage or study an explanation. In all cases he answers the question by choosing the **best** one of the five possible answers which are given for the problem.

1. When a man is asked to help reinforce a bridge, he is to
 - 1—A widen it.
 - 1—B strengthen it.
 - 1—C destroy it.
 - 1—D close it.
 - 1—E replace it.
2. Barracks are
 - 2—A airplane hangars.
 - 2—B flat-bottomed boats.
 - 2—C living quarters.
 - 2—D street obstructions.
 - 2—E underground passages.

"Military courtesy is basic to effective leadership and the maintenance of good discipline. Courtesy implies polite and considerate behavior toward others, whether senior or junior, and whether or not members of the military service. In general, officers of junior rank habitually give the same precedence to and show the same consideration toward their seniors that any courteous person does to his elders. These courtesies, if shown promptly and smartly, do much to add firmness and dignity to the leader."
3. On the basis of the above paragraph the best general summary of the sort of courtesy that is expected from an officer would be the statement that he will show courtesy to
 - 3—A other members of the military service.
 - 3—B everyone with whom he comes in contact.
 - 3—C officers of higher rank.
 - 3—D officers of junior rank.
 - 3—E civilians who are older than he.
4. The paragraph can be interpreted to mean that courtesy toward senior officers is one military duty a soldier should have little trouble remembering because
 - 4—A he will be required to show courtesy while in the Army.
 - 4—B he will expect it from other men who are below him in rank.
 - 4—C it is something which is shown only in the Army.
 - 4—D the penalty for failure to be courteous is certain.
 - 4—E courtesy toward older persons already should be a fixed habit with him.
5. If a hangar which is known to be 30 feet high casts a 20-foot shadow, what is the height of a signal tower which casts a 70-foot shadow at the same time of day?
 - 5—A 46 $\frac{2}{3}$ feet.
 - 5—B 140 feet.
 - 5—C 210 feet.
 - 5—D 23 $\frac{1}{3}$ feet.
 - 5—E 105 feet.
6. If Speed equals one-half d square, what is the Speed when d equals 6?
 - 6—A 36
 - 6—B 6
 - 6—C 18
 - 6—D 9
 - 6—E 24

7. Ten trucks are transporting road-building material across country. The leader comes to a 50-foot stretch of ice-covered hill which is so steep and slippery that his truck will not pull it. The most practical thing to do in these circumstances would be to
- 7-A tie all the trucks together so that the first could be pushed up the hill, the last pulled up.
- 7-B turn back and wait for warmer weather.
- 7-C put the drivers to work building a temporary road around the hill.
- 7-D have the trucks back up and take a running start at the hill.
- 7-E put the drivers to work scattering some sand from one of the trucks onto the ice.
8. The first U. S. Army pilot to be publicly acclaimed a hero after our entry in World War II was
- 8-A Charles Lindbergh.
- 8-B Wiley Post.
- 8-C Eddie Rickenbacker.
- 8-D Roscoe Turner.
- 8-E Colin Kelly, Jr.
9. Which one of the following is an adaptation of a slogan which was popular in the United States during the Spanish-American War?
- 9-A "Thumbs Up"
- 9-B "Remember Pearl Harbor"
- 9-C "Time Is Short"
- 9-D "We Do Our Part"
- 9-E "Keep 'em Flying"



Fuel injection pumps are usually operated by a cam and spring. The cam moves the plunger during the delivery stroke and the spring returns it during the suction stroke. The cam is coupled with the engine crankshaft by means of gears or chains. Fuel is drawn into the gas chamber during the suction stroke and forced out during the delivery stroke.

10. If the cam shown in Figure 1 is rotated in the direction indicated by the arrow (clockwise) the gas will be pumped out
- 10-A in a continuous flow.
- 10-B during about one-half of each revolution.
- 10-C during one rotation, chamber refilled during next rotation.
- 10-D during approximately two-thirds of each revolution.
- 10-E when the cam is in the position shown in the drawing.

Further information on the procedure of becoming an Aviation Cadet may be obtained from The Adjutant General, Washington, D. C., or the Commanding General of any Service Command. Headquarters of the various Service Commands and the States included in their respective areas are as follows:

FIRST SERVICE COMMAND:

Headquarters: Boston, Massachusetts

CONNECTICUT	NEW HAMPSHIRE
MAINE	RHODE ISLAND
MASSACHUSETTS	VERMONT

SECOND SERVICE COMMAND:

Headquarters: Governors Island, New York

DELAWARE	NEW YORK	NEW JERSEY
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THIRD SERVICE COMMAND:

Headquarters: Baltimore, Maryland

DIST. OF COLUMBIA	PENNSYLVANIA
MARYLAND	VIRGINIA

FOURTH SERVICE COMMAND:

Headquarters: Atlanta, Georgia

ALABAMA	MISSISSIPPI
FLORIDA	NORTH CAROLINA
GEORGIA	SOUTH CAROLINA
TENNESSEE	

FIFTH SERVICE COMMAND:

Headquarters: Columbus, Ohio

INDIANA	OHIO
KENTUCKY	WEST VIRGINIA

SIXTH SERVICE COMMAND:

Headquarters: Chicago, Illinois

ILLINOIS	MICHIGAN
WISCONSIN	

SEVENTH SERVICE COMMAND:

Headquarters: Omaha, Nebraska

COLORADO	MISSOURI
IOWA	NEBRASKA
KANSAS	NORTH DAKOTA
MINNESOTA	SOUTH DAKOTA
WYOMING	

EIGHTH SERVICE COMMAND:

Headquarters: Dallas, Texas

ARKANSAS	NEW MEXICO
LOUISIANA	OKLAHOMA
TEXAS	

NINTH SERVICE COMMAND:

Headquarters: Fort Douglas, Utah

ARIZONA	NEVADA
CALIFORNIA	OREGON
IDAHO	UTAH
MONTANA	WASHINGTON

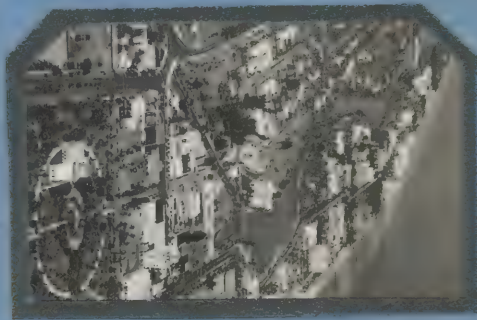
**SOLDIER'S INDIVIDUAL
PAY RECORD**

Raymond, William A.

W. D., A. G. O. Form No. 28
March 26, 1942

16-28144-1

10 Genuine Photographs 25¢



MIAMI BEACH, FLORIDA

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IMMUNIZATION REGISTER¹

LAST NAME		FIRST NAME		ARMY SERIAL NO.	
LANGHORST		DELBERT		15195741	
GRADE	COMPANY	REGT. OR STAFF CORPS	AGE	RACE	
A.C.	2	H	21	W	

SMALLPOX VACCINE

DATE	TYPE OF REACTION ⁶	MED. OFFICER ²
3-3-43	Scab	

TRIPLE TYPHOID VACCINE

SERIES	DATES OF ADMINISTRATION			MED. OFFICER ³
	1ST DOSE	2D DOSE	3D DOSE	
1st	3-20-43			
2d	1/2 cc. Stim.		3/22/44 DRG.	
3d				

TETANUS TOXOID

INITIAL VACCINATION			STIMULATING DOSES		
	DATE	MED. OFF. ²		DATE	MED. OFF. ³
1st dose	3-17		1 cc. Stim.	3/24/44 DRG.	
2d dose	6-20-43				
3d dose	7-10	W. H. G.			

YELLOW FEVER VACCINE

DATE	LOT NO.	AMOUNT	MED. OFF. ³

OTHER VACCINES

DISEASE	DATE	TYPE OF VACCINE	DOSES	MED. OFF. ³

D. H. CHAPMAN
Captain, M. C.

B-1

INSTRUCTIONS

1. A record will be kept on this form of all vaccinations given under the direction of medical officers to military and civilian personnel resident with military commands. See A. R. 40-215 for further details.

2. Appropriate entries will be made at the time prophylactic vaccinations are made *and the entries will be authenticated by the initials of the medical officer making the inoculation.*

3. In the case of a civilian employee, the character of his employment (clerk, teamster, etc.) and the staff corps or department in which he is employed will be noted in the space *Regiment or Staff Corps*. A brief notation of the status of other civilians will be made in the same spaces.

4. All officers and warrant officers furnished completed vaccination registers will preserve them and will exhibit them to examining medical officers at the annual physical examination. The medical examining officer will transcribe pertinent immunization data to the report of the annual physical examination.

5. The duplicate copy of the immunization register will be filed alphabetically in a Medical Department immunization file at the station or command to which the individual belongs.

6. Record as vaccina, vaccinoid, or immune reaction. If there is no reaction, or if the reaction fails to conform to any of the three recognized types, *vaccination will be repeated.* The use of the term "unsuccessful vaccination" on official records will not be used.

Form 81
MEDICAL DEPARTMENT, U. S. A.
(Revised January 23, 1941)

SOLDIER'S INDIVIDUAL PAY RECORD

IMPORTANT

No payments to you will be made without this pay record if you are separated from your organization. Retain on your person at all times.

No changes or alterations will be made in this record other than as provided in instructions on page 8.

If this pay record is lost, report at once to your organization commander.

If this pay record is found and owner cannot be located, drop in U. S. mail—without postage.

(1)

W. D., A. G. O. Form No. 28

March 26, 1942

16-28144-1

be authenticated by the initials of the medical officer making the inoculation.

3. In the case of a civilian employee, the character of his employment (clerk, teamster, etc.) and the staff corps or department in which he is employed will be noted in the space *Regiment or Staff Corps*. A brief notation of the status of other civilians will be made in the same spaces.

4. All officers and warrant officers furnished completed vaccination registers will preserve them and will exhibit them to examining medical officers at the annual physical examination. The medical examining officer will transcribe pertinent immunization data to the report of the annual physical examination.

5. The duplicate copy of the immunization register will be filed alphabetically in a Medical Department immunization file at the station or command to which the individual belongs.

6. Record as vaccine, vaccinoïd or immune product.

Name Langhoret, Delbert
 Army serial No. 1519 5741
 Grade S/C
 Years of service _____
 (On date of opening this book)
 Insurance, amount and class \$ _____
 Insurance premium, monthly \$ _____
 Allotments, amount and class \$ _____
 Compulsory allotments,
 amount and class \$ _____
 Pay reservation, class A \$ _____

Technician grade _____

Additional pay for _____

Person to be notified in case of emergency

Mrs. Caroline Langhoret
 (Name)

mother
 (Relationship; if friend, so state)

6703 Parkland Ave.
 (Number and street or rural route; if none, so state)

Anniston, Ala.
 (City, town, or post office) (State or country)

Date of opening this book 8-11-43

Delbert A. Langhoret
 (Signature of enlisted man. Name, grade, and arm or
 service only. Do not enter organization)

Witness to signature by officer preparing book:

Robert A. Langhoret

B. (Signature—Name, grade, and arm or service only. Do
 not enter organization)

ASST. PERSONNEL OFFICER

(2)

CHANGES AFFECTING PAY STATUS

A/Clerk Pat 7-4-43
500.9 P. 7
1229.9 (92.5%)
Cash. June 1943
7-1-43
12.50
 Per mo: Apr 43

CASUAL DATA

Date reported or picked up.
 (Do not enter organization)

Name, grade, and arm or service
 only of personnel officer or
 commanding officer

(3)

INSTRUCTIONS GOVERNING THE ISSUANCE AND USE OF SOLDIER'S INDIVID- UAL PAY RECORD

When issued.—Upon enlistment. Date of issue will be endorsed in soldier's service record on page 13.

Preparation.—Carefully complete all entries on page 2.

Purpose.—To identify and authorize payments to the soldier to whom issued and is to be kept by him in his personal possession at all times except when in the hands of personnel officers for preparation of pay rolls or vouchers, or verification with service record.

Payments.—Casual payments not in excess of amount due computed from the information contained in this book are authorized by AR 345-155, the provisions of which will be fully complied with. Entry of all amounts paid will be made on pages 4, 5, 6, or 7, together with complete information called for thereon. Amount due will be computed from and not in excess of amount earned since the first of the month prior to date shown in "Casual Data" on page 3; and collection will be made for all allotments, insurance premiums, and class A pay reservations. If again paid while absent from his organization, pay will be computed from date of last payment, in which event settlement should bring soldier's account to the end of the month, unless he is being returned to his organization, in which event he may be paid a partial payment, and entry made on pages 4, 5, 6, or 7. In exceptional cases where there is no Army Finance Officer available, this pay record may be presented to Navy, Marine, or State Department disbursing officers for pay.

Changes.—Any changes in status affecting the pay due will be entered on page 3.

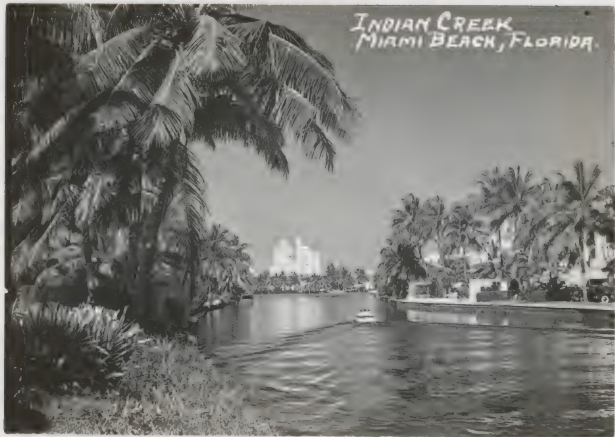
Lost.—If this pay record becomes lost, duplicate may be issued only by the personnel officer having custody of soldier's service record.

All entries in this book will be authenticated by the signature (name, grade, and arm or service only) of a commanding officer.

*PERINIA VIEW SHOWING THE BEACH
AND INDIAN CREEK, MIAMI BEACH, FLA.*



INDIAN CREEK
MIAMI BEACH, FLORIDA.





200
SIMPSON
PHOTO

SUNSET OVER MIAMI FLORIDA
THE MAGIC CITY



COUNTY CAUSEWAY TO MIAMI BEACH
AS SEEN FROM THE GOODYEAR BLIMP
©56 R. E. SIMPSON.

HOME OF THE SPORT FISHING FLEET
MIAMI BEACH, FLORIDA

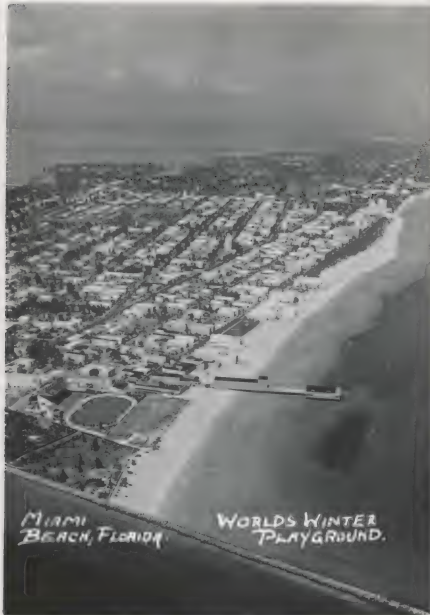




COCONUT TREE
MIAMI BEACH, FLORIDA.

WHERE SUMMER SPENDS THE WINTER
MIAMI BEACH, FLORIDA.





MIAMI
BEACH, FLORIDA.

WORLD'S WINTER
PLAYGROUND.

2nd ANNUAL HOMERAS DAY AT
MADRID BEACH, FLORIDA





Matouy & Co. Inc.
LUMINA, FLORIDA AND THE BEACH

JOINT BEACH, FLORIDA

56

One day into our yard there came
A little boy named Delby to play
He was such a nice little fellow
We thought we'd let him stay.

For we had a little boy named Jim
And we thought it would be fine
For them to play together
And have a wonderful time.

They played and fought and quarrelled
But became the best of friends
And we hope and pray their friendship
Will last till this world ends.

They went to school together
And acquired - Oh so much learning -
And you may rest assured, my dear,
That for those days we're yearning.

Their High school days were separated
But he came back now and then
And would visit us and we were glad
For they were becoming men.

To College off they trotted
Delby to Miami - Jim to UC
But they didn't get to finish
And the reason soon you'll see.

For came the day of Pearl Harbor!
Twas in December '41
The boys were getting restless
And were enlisting, one by one.

Now Jim was in the Army
In the branch they call "Reserves",
So he had to be quite patient
But it got upon his nerves.

But Delby thought and pondered
In which branch should he enlist
And after many dickerings
'Twas the Air Corp he signed up with.

Then off to camp and training
In school the hours were long
The studies were so different
Indeed 'twas a different song.

But he applied himself diligently
And finally made the grade
Came the day of Graduation
He was commissioned now, they said.

His bars upon his shoulders,
His wings upon his chest,
He's now a Second Lieutenant
We know he has done his best.

And we are proud we know him
We're glad he came to play
And made friends with our family
And often came to stay.

We wish him luck unending
May his return be safe and soon
May his plane soar high and smoothly
May it always be in tune.

May God who watches over
The boys, away from home,
Keep him ever in His company
As he soars, up there, alone.

ARMY AIR FORCES
EASTERN FLYING TRAINING COMMAND
ANNOUNCES THE GRADUATION
OF
CLASS 44-D
FREEMAN ARMY AIR FIELD
ON SATURDAY, APRIL FIFTEENTH
NINETEEN HUNDRED FORTY-FOUR
SEYMOUR, INDIANA

B.B.

Here it is mother - I can now
sleep easy and allow myself
to dream of those other things.
Som one your prayers helped
me because with out them and
with out your backing I know
I would never have made it.
Many a time when the world
was very blue your letter
brought forth a light to guide
me on. May my graduation
be a light in your life and
may I do your will - it has
never been wrong. Bob.



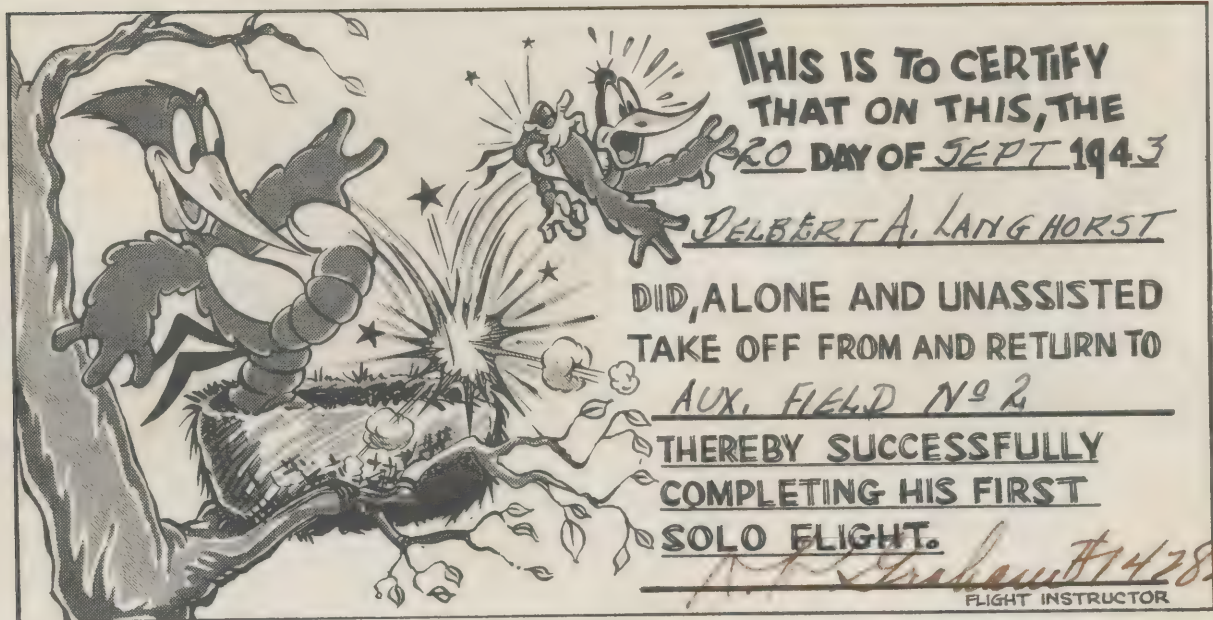
University of Illinois, Urbana, Ill. Wes
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★ ★ ★
Twenty-four youths from the Cin-
cinnati area have reported to the
Army Air Forces Pre-Flight School
for Pilots at Maxwell Field Ala.,
from the Army Air Center at Nash-
ville, Tenn., to begin the second
phase of their training as pilots.

They are Aviation Cadets Mervin
B. Cannon, 757 Clinton Springs Ave-
nue; Ralph V. Haile Jr., 1247 Ed-
wards Road; Joe J. Bordman, 7702
Blue Ash Avenue, Deer Park; Ora
E. Sievers, 2538 Hackberry Street;
Jerry P. Inglis, 1048 Del Monte
Place; Delbert A. Langhorst, 6704
Parkland Avenue; Thomas J. Cob-
be, 3118 School Street; Don W. Avey,
3052 Springer Ave.; Hugh E. Rob-
erts, 3664 Kendall Avenue; Robert
A. Goldman, 830 Lexington Avenue;
Edward O. Chamberlain, 2771 Rob-
ertson Avenue; Charles A. Nau, 1563
Ambrose Avenue; Lawrence E. Pa-
choud Jr., 1234 Inglenook Place;
John W. Lambert, 15 Mason Street;
Robert H. Friler, 6808 Hammerstone
Way; John C. Froehlich, 2193 Crane
Avenue; Donald W. Fehr, 1621 South
Dixon Circle; Richard S. Glaser, 933
Avondale Avenue; Russell R. Kelly,
70 DeCamp Avenue; Norman E.
Meyer Jr., 1941 Wilaray Terrace;
James R. Ginn, Montgomery, O.;
Frank J. Hermes Jr., 2619 Cook
Street; Anthony Basile, 4129 Wat-
terson Street; Frank E. Baird, 5525
Vine Street, St. Bernard.

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James W. Loiwick, 6900 Rivel
Rd., and Rupert A. Anderegg Jr.,
3607 Bellecrest Ave., have been
graduated from the Engineer Of-
ficer Candidate School at Ft. Bel-
voir, Va., and commissioned Second
Lieutenants.



~~General Catalogue of the Goods of the~~

General Catalogue

Large quantity of Goods of the

General Catalogue of the Goods of the

General Catalogue of the Goods of the

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General Catalogue of the Goods of the

Coffee

Cigarettes & Beer

CALENDAR OF CHURCH ACTIVITIES

--DAILY BIBLE READINGS for this week: I Cor. 15, 16, and II Cor. 1 to 4 (From "A Year With The Bible")
--THE POEM inserted today is by courtesy of Mr. Howard Christian. Thank you Mr. Christian.
--THURSDAY, 8 P.m., regular meeting of the Session at Mr. W. A. Miller's home.
--TUESDAY, Sept. 18, Presbytery meets at Springdale.
--U.S.O. COOKIE DATES, Sept. 24 to Oct. 15.
--Don't miss RALLY DAY NEXT SUNDAY, Sept. 17. Mr. Glenn Massman is coming all the way from Dayton to address us on that day. This is an event that merits a 100% turn-out for RALLY DAY. Mr. Massman is used to speaking to over-flow audiences, and has a message vital to us in our year's work in this church and community.
--MARRIED: On Sept. 2, 1944, Miss Dorothy Lodwick, to Mr. Delbert Langhorst. Congratulations.

Dear Friends In The Service;

No. 56

Here comes the Pony Express again after a short "time out" for refueling and a general tuning up. This is a fast moving war, so if your Church Mail seems to lag behind a bit, just lay it to low octane on the home front or sump'n.

Jack Dartnall came and went while the Pony was in the hangar getting overhauled. Lt. Delbert A Langhorst is now in Warrensburg, Mo. Congratulations Delbert; and our most affectionate regards to Mrs. Langhorst. Gene Gronemeyer is on furlough and we welcome you Gene. If there are others whom we should hear from, we will get you in the groove next time.

Let us think for a moment about the Church. If God is our Creator; and if Jesus Christ, His Son, is our Lord and Savior; and if His Cause is our Cause and the only hope for a lasting Peace,---then what should be your loyalty to His Church and your relationship to every true believer?

To ignore this question, or to be guilty of the slightest indifference, or to give first place to any other thing is to surrender to futility and bid farewell to Peace.

Therefore, ponder it well, and act upon it with all our mind and soul and strength; and the blessing you seek Christ's name is yours.

Faithfully your friend,

Donald E. Mitchell

MONEY IN A HURRY

TO SEND IT...
OR GET IT

Telegraph it!

QUICK AND SAFE.

ECONOMICAL...NO RED TAPE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

BY DIRECT WIRE FROM

WESTERN UNION

1223

SYMBOLS

DL = Day Letter

NT = Overnight Telegram

LC = Deferred Cable

NLT = Cable Night Letter,

Ship Radiogram

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PRESIDENT

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J. C. WILLEVER
FIRST VICE-PRESIDENT

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St Louis Mo. 12:51 P.M. Aug 31 1944

Mrs Carolin Langhorst
183 Monitor
Cincinnati Ohio

Delayed Will wire latter

Dottie.

Mr. and Mrs. John M. Lodwick

announce the marriage

of their daughter

Dorothy Anne

to

Mr. Delbert A. Langhorst

Lieutenant, United States Army Air Corps

on Saturday, the nineteenth of August

nineteen hundred forty-four

Cincinnati, Ohio



SOLVE THESE PERPLEXING QUESTIONS
WESTERN UNION Gift Orders
*\$10 or less... only 50¢
 including Selected Telegram*

Sayler Park Girl Weds Cincinnati Lieutenant



MRS. DELBERT A. LANGHORST.

Mr. and Mrs. John M. Lodwick of River Rd., Sayler Park, announce the marriage of their daughter Dorothy Anne to Lt. Delbert A. Langhorst, son of Mrs. Caroline Langhorst of Cincinnati.

The ceremony was solemnized Saturday evening, August 19, at an improvised altar in the midst of the garden at the Lodwick residence. The Rev. Charles S. Williams officiated.

Miss Elaine Evans, bridesmaid, wore an aqua lace gown and carried a bouquet of coral pink gladioluses.

The bride, who was given in marriage by her father, wore a bridal gown fashioned with a white satin bodice and long tulle flaring skirt interspersed with lace butterflies. Her only jewelry was a diamond halfmoon pin, the gift of the bridegroom.

Two very young cousins of the bride, Misses Susan and Sandy Suit, carried her train. The bride carried a bouquet of white gladioluses centered by an orchid, and wore a finger-tip veil which fell from a coronet of satin.

Lt. John Wilmer of Middletown, Ohio, was best man. Ushers were Messrs. Ray Rabbe and Sam Spaulding, cousins of the bride.

Following the reception, Lieutenant Langhorst and his bride left for his new station at Warrensburg, Mo.

Mrs. Langhorst is a graduate of Greenbrier College, Lewisburg, W. Va. The bridegroom attended Miami University, Oxford, Ohio, before entering the service. He received his commission at Freeman Field, Seymour, Ind.

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WESTERN UNION

1201

SYMBOLS

DL = Day Letter

NL = Night Letter

LC = Deferred Cable

NLT = Cable Night Letter

1944 AUG 19 PM 6 24

A. N. WILLIAMS
PRESIDENT

CERTIFICATE OF TELEPHONED TELEGRAM

1944 AUG 19 PM 6 18

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J. CA2 67

C. BEA47 GS14 (FIVE) 17 VIA PZ BUTTE=DEERLODGE MONTANA 19 300P

LT AND MRS. DELBERT A LANGHORST=

PHONE TUXEDO 7105 R 6900 RIVER ROAD (CINCINNATI OHIO)=

LUCK TO YOU BOTH SURE WISH I WAS THERE WILL DRINK A TOAST TO
YOU IN TACOMA=

JIM.=

No.	TU 7105R	To	LT DAL
By	TY	At	640P
		To be	MAILED

